## Approved For Release 2006/03/18 : CIA-RDP82-00457R010500370002-7

!	INTELLOFAX 14 CLASSIFICATION SECURIT	TT/CONTROL US OFFICE Y INFORMATION	A7S OHLY	
		ELLIGENCE AGENCY		25X1
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SUBJECT	Deported Junkers Experts in I	oscow-Tushino	NO. OF PAGES	2
	25X1C	TWGE GO	NO. OF ENCLS.	
		T CIRCULATE	SUPPLEMENT TO REPORT NO.	25X1X
	CONTRIES INFO MATION AFFICING THE MATICHAL DEFENDS IN			
OF SHE CHITED	STATES, WITHIN THE MEANING OF TITLE 19, SECTIONS 799 REVEL. S. CODE, AS ARENDED. ITS TRANSMISSION OR REVEL. CONTURES TO OF RECEIPT BY AN UNAUTHORIZED PERSON	THIS IS UNE	VALUATED INFORMATI	ON
1.	In October 1946, a group of 48 deported to Loscow Tushino, wi construction offices at Aircraft	here they worked unde		
2.	These experts were primarily assigned to continue the development of aircraft diesel engine JUMO-224, a project which was started at Special Construction Office Dessau. (1) The Soviets were developing an aircraft diesel engine during the same period and ordered stability calculations for this engine from the German experts. The original project became of secondary importance. No details were obtained on the Soviet diesel. (2)			
3.	During the continued development additional power obtained from four compressors which in turn had an air mass flow of five to	the four exhaust gas drove the main compr	turbines was trar ressor. The main co	smitted to
4.	In September 1948 the group was Upravlencheski to work on a new	s transferred to Expe w turbo prop engine.	erimental Plant	25X1
5.	Gerlach mentioned that the activery successful. Experimental meets were made. Completed constants	models were never cor	structed and no pr	eliminary
25X1A	Comments			· .
(1)	The activities of this group har the dovelopment of the JUNO-201 experts in October 1946, was many	, at Dessau, prior treviously described.	to the deportation	is information. of the Géman The
(2)	project was supervised by Sovic This is the first report on der Soviets at this plant. The eng- diesel for aircraft. The German should be well familiarized with	velopment of a diesel ine is probably a new a experts working on	l aircraft engine by version of the Sc the stability calc	wint Malo P
4	CLASSIFICATION SIGNED	PARTIE OFFICE	CONT	•
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(3) Difficulties in the feeding of air to the compressor, expecially in altitude flying, and the necessary cooling by means of special heat exchangers was previously reported.

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(4) The transfer of the Gerlach team from Moscow Tushino to Pilot Plant
Upravlencheski during the fall of 1949 was previously reported
by returnees. The assumption that this transfer was in connection with
failures with the JUMO-224 is, hereby, confirmed. Requirements of JUMO-224
class engines were probably met by the lighter turbo prop engine 022, and
the JUMO-224 project was presumably cancelled to give priority to turbo
prop developments.

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